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## Minister's Foreword

The town of Jasper is situated in one of the most spectacular natural settings in North America: Jasper National Park. As such, it has a long association with two major partners — the Canadian Parks Service and the Canadian National Railway — in promoting Canadian wilderness values to tourists from around the world. Today, the town still plays an important role in attracting and hosting Canadian and international visitors, and it continues to serve as a divisional point for the Canadian National Railway.

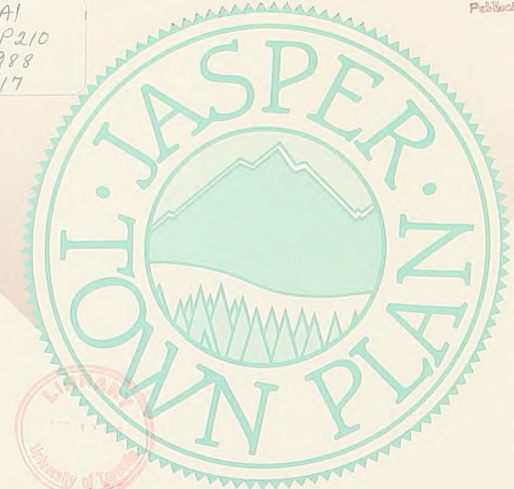
The Jasper townspeople can be proud of their community. It is visited every year by thousands of tourists who will remember forever the town and its surrounding environment. Indeed, for many visitors, the town is the major gateway to the national park.

I am pleased to approve this Town Plan, which will direct the future management of the town. It is important to emphasize here, however, that this plan must go well beyond a utilitarian type of document that focuses strictly on a rational and efficient distribution of land use for the community. The overriding philosophy of this plan must recognize Jasper's status as a unique tourism based National Park Town to ensure an image for Jasper that reflects the natural character of the surrounding national park.

In the future management of the town this will mean a continued multifunctional emphasis on the community as a visitor service, interpretive, and administrative centre. It will mean an emphasis on quality rather than quantity. And it will mean a continued emphasis on a low scale, architecturally controlled, compact form of development to preserve Jasper's present character.

This overriding philosophy for the town has been clearly set out in the Park Management Plan and need not be repeated here. It is sufficient to say that this philosophy will apply as the Town is presently administered or if residents of Jasper opt for self-government at some time in the future.

Public participation, both in the development of the Plan, and through the efforts of the Jasper Townsite Committee has been an invaluable contribution in clarifying the values and expectations of people interested in the



future of the town. The Plan establishes a land use policy for the town which reflects the Park's national and provincial significance while recognizing the legitimate influence and aspirations of the residents of the community.

The Jasper Town Plan has been prepared with a 5 year review period in mind and with a significant area included as community reserve to ensure the adaptability to respond to economic and social needs of the community in a way that is complementary to the recently completed Jasper Park Management Plan.

I thank the many people who participated in the planning program for Jasper. I assure you that we are committed to continuing an open exchange in the development and management of the town.

*Tom McMillan*

The Honourable Tom McMillan  
P.C., M.P. Hillsborough  
Minister of the Environment

Approved:

*Tom McMillan*

The Honourable Tom McMillan, P.C., M.P.  
Minister of the Environment

*J.D. Collinson*

J.D. Collinson  
Assistant Deputy Minister

*S. Kun*

S. Kun  
Director General  
Western Region

*G. Balding*

G. Balding  
Superintendent  
Jasper National Park

## INTRODUCTION

### Plan Purpose

The purpose of the Jasper Town Plan is four-fold:

- to guide future land use planning and development within the town of Jasper;
- to describe generally the land uses proposed for the town of Jasper;
- to provide a general framework for the coordination of the planning function within the town of Jasper; and
- to describe the nature of specific proposals for further development within the town of Jasper.

### Plan Implementation

- The Jasper Town Plan shall apply to all lands within the boundaries of the town of Jasper as of the date of adoption of this document by the Jasper Townsite Committee and Canadian Parks Service.
- The zoning regulations are the primary tool for implementing the detailed policies contained in the plan. All development must conform with the intent of the Town Plan and the specific provisions of the zoning regulations.
- Development proposals relative to the Central Business District (C.B.D.) will be detailed and implemented by an Area Redevelopment Plan.
- The town plan is to be considered the primary planning policy document for the town and all related plans, regulations, policies and guidelines of the town must be consistent with its general intent.

### Plan Review

The plan is envisioned as a dynamic document. Accordingly, policies, guidelines and proposals contained herein should be monitored and reviewed on a regular basis. A review process, occurring at least once every five years, is essential to ensure the plan's relevance and accurate reflection of current trends and needs.

### Amendments

Proposed amendments to this plan shall be received and reviewed in accordance with the implementation section. Final approval will rest with the Minister of Environment until such time that legislation is changed. When amendments to the town plan are being considered, other related town policies and guidelines, which have not been incorporated as part of this plan, will be reviewed and revised, if necessary, to ensure they remain consistent with this plan.

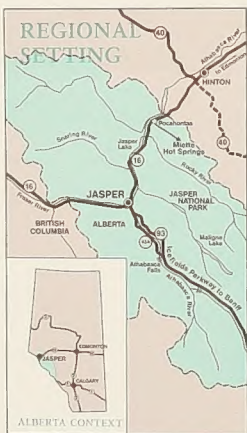
## CONTEXT

The town of Jasper is the focal point for visitation to Jasper National Park, an area protected under the National Parks Act and Regulations for the benefit, education and enjoyment of all Canadians. It is also a divisional point for Canadian National Railway operations. The Town of Jasper then serves two primary roles, that of a centre for park visitors and as a viable community for its resident population.

Jasper's resident composition and land use distribution differs not only from the typical multi-purpose Alberta community but also from its neighbour, Banff. The town's population is cohesive, active and reasonably stable. It has more children and a greater number of families than Banff but less than the average

Alberta community. The land use is heavily weighted to the CN rail yards (30% of Jasper's net developed area) and to tourist commercial services (twice the typical Alberta town).

The quality of Jasper's physical development has through its history been uneven and there is much need and room for improvement to make the built environment complementary to its magnificent surroundings. The circulation systems, both pedestrian and vehicular require significant restructuring and upgrading, as does the commercial core and other supporting systems, to bring them to a standard appropriate to the emerging needs of Jasper's future growth and to the higher levels of visitor expectations.



## THE PLAN

### Format

In establishing an operational framework for the plan a set of overall goals was developed. Goals can be defined as the ultimate ends toward which the plan will strive. The goals, and specific objectives aimed at achieving the goals as set out, evolved from a synthesis of deficiencies and problems as well as those issues which were identified as likely to arise at some point in the future. Finally, guidelines were formulated outlining the means by which these objectives could be realized. These guidelines will require direct and ongoing action to be taken by the Canadian Parks Service and the Jasper Townsite Committee.

### Goals

- To recognize Jasper as a unique, tourism-based mountain town of international stature and to articulate this specialized status through appropriate policy statements.
- To improve the town's environment and functional efficiency in keeping with its role and status as a national park town.
- To enhance and protect the National Park environment for the continued enjoyment of future generations.
- To establish an image for Jasper that reflects the natural character of the surrounding park.
- To provide areas for expansion of the town.
- To enhance the recreation and tourism base of the town and thereby maximize the tourism experience.

- To provide adequate community services and facilities for residents and seasonal employees.
- To encourage high quality standards of construction and design for all new developments.
- To allow development in Jasper in a manner consistent with the above goals.
- To continue public participation in the planning process.

## Guidelines

### 1. GENERAL LAND USE

#### 1.1 Land Supply

##### Issues

The present town boundary envelopes approximately 315 hectares (780 acres), of which approximately 60% or 190 hectares (470 acres) are developed. There are approximately 5.26 hectares (13 acres) of vacant land for infill development within the existing built-up areas of Jasper and a further 9.3 hectares (23 acres) of land with significant redevelopment potential. This land base of approximately 140 hectares (345 acres) should provide sufficient land to accommodate a demand of up to 5,000+ overnight visitors, 6,400+ residents and 1,200+ seasonal employees. Even with the additional lands noted on the Land Use Concept Map, Jasper has a limited developable land base which must be utilized efficiently.

##### Objectives

- To ensure an adequate supply of serviced land to meet the projected requirements for land uses.
- To ensure the efficient use of Jasper's land supply.

##### Guidelines

- A. Short-term demand will be directed to the existing supply of serviced land as a first priority.
- B. The provision of additional commercial land will require rezoning within the C.B.D.
- C. Where possible, development within Jasper will be contiguous; that is, new development areas will adjoin existing developed areas.

Non-contiguous development will be considered only when other options are not available or if a project has highly specialized requirements which cannot be otherwise adequately met.

- D. The supply-demand situation with respect to various land uses should be monitored on a regular basis. Demand projections should be updated yearly and mechanisms established to trigger the planning/development/redevelopment/servicing process such that demand is expeditiously met.

#### 1.2 Organization of Land Uses

##### Issues

Jasper functions as both a visitor service centre and an independent community. Consequently, the primary land use areas must be organized to meet the specific requirements of both functions in a manner that will increase the efficiency of the town and thereby improve the experience for all users.

##### Objectives

- To improve the efficiency of the town in providing necessary services for both visitors and permanent residents.
- To separate and emphasize the land use zones.

##### Guidelines

- A. Jasper's land use should be organized as separate and distinct functional zones. Along the designated major entrances to the town the sequence should generally progress from a zone of visitor services to the central commercial area.
- B. The major entrances to the town, along with the secondary entrance (93A), will be identified with appropriate signage and landscaping and provide information regarding the location of visitor services.
- C. Residential areas and visitor accommodation areas will be physically separated and well buffered.
- D. Service and storage uses should be located in areas removed from the major centres of activity within the town. It is important that these uses be screened and landscaped from view.

#### 1.3 Land Use Concept

The comprehensive land use concept map illustrates the general form of the future land use pattern for the town of Jasper. This concept represents and reflects both existing/ approved land uses plus anticipated land uses. It is to be interpreted in conjunction with the zoning districts as outlined in the zoning regulations for the town of Jasper.

An area of land lying between the Trans Mountain pipeline and the Athabasca River and designated as Community Reserve on the Land Use Concept Map, shall be protected for future town development.

## 2. RESIDENTIAL DEVELOPMENT

### 2.1 Resident Housing

##### Issues

At present an adequate housing supply and demand situation exists in Jasper. The supply/ demand issue must be sensitively balanced because of the limits of growth into environmentally sensitive areas. The plan should be able to meet Jasper's housing obligations. It is expected that infill and redevelopment of existing areas will be sufficient to meet the short-term (1-5 years) housing demand.

##### Objectives

- To ensure that residential development is planned and phased to provide the population with the opportunity to select from an appropriate range and standard of housing.
- To ensure sufficient quantities of residential land are available to meet projected housing needs.
- To permit, where feasible, increases in residential densities in existing areas to meet projected demand.
- To conserve existing land resources by establishing minimum density standards for new developments.

##### Guidelines

- A. The housing demand and supply situations will be monitored on a yearly basis as a means of triggering the servicing of additional land in the future as required.
- B. As a first priority, infill and redevelopment of existing areas will be encouraged to help offset the need for additional land and to take advantage of the existing infrastructure.
- C. Provision will be made, through the zoning districts and the zoning regulations, for opportunities to build a range of housing forms within the Town.
- D. An adequate supply of rental accommodation will be encouraged.

### 2.2 Seasonal Staff Accommodation

##### Issues

Adequate accommodation should be provided for seasonal staff employed in Jasper.

##### Objective

- To ensure an adequate supply of seasonal staff accommodation.

##### Guidelines

- A. The provision of seasonal staff accommodation should be the responsibility of all employers and encouraged by development policy.
- B. Any new commercial development must provide for required seasonal staff accommodation.
- C. Where possible, seasonal staff accommodation should be provided on-site.

- D. Small-scale seasonal/ staff accommodation facilities are encouraged in residential areas provided they are well integrated with the existing housing and meet the zoning requirements.

## 3. COMMERCIAL DEVELOPMENT

### 3.1 Commercial/Retail Services

##### Issues

As visitation to the Park increases so will the demand for goods and services in the town. Therefore, land use planning for Jasper should ensure that the land provided for future commercial development is adequate to meet the needs of both visitors and residents.

##### Objectives

- To strengthen the existing commercial base and to accommodate complementary new commercial development in order to meet the needs of both residents and visitors.
- To reinforce the Central Business District as Jasper's primary retail area by concentrating commercial activities within the commercial core.
- To make efficient use of the available land base through maximizing densities, infill and redevelopment of residential areas considered within the commercial core.

##### Guidelines

- A. Within the commercially zoned districts, vacant land will be developed and non-conforming residential land use developed to commercial uses before expansion of the zone is considered.
- B. Development to the maximum of the zoning densities will be encouraged.
- C. Commercial activities which are intensive users of land, such as retail stores, will be encouraged to locate in the commercial core to maintain and reinforce the local nature of this area.
- D. Commercial activities which are extensive users of land, such as service stations, should be located on the periphery of the commercial core or in the tourist commercial zones.
- E. Redevelopment of older residential properties, within the commercial zones, to commercial uses should be encouraged as part of an overall long-term Central Business District development strategy.

### 3.2 Visitor Accommodation

##### Issues

Increases in visitation will result in a corresponding need for additional visitor accommodation. An increase of some 500 units of visitor accommodation within the town is possible utilizing vacant land within the existing service area, maximizing densities and through redevelopment. Attention will be given to encouraging a variety of types and prices for visitor accommodation.

##### Objectives

- To provide for a range of accommodation types to meet the demands of increased visitation to Jasper.
- To ensure new development and redevelopment are appropriately located with respect to adjacent land uses.
- To ensure that new development and redevelopment are sensitively integrated into the existing environment and reflect the natural character of the Park.

##### Guidelines

- A. New development will be harmonious with the natural and historical surroundings.
- B. New development adjacent to residential areas should be well separated and buffered from residential buildings and relate architecturally to the scale and design characteristics of the street.
- C. Zoning should allow for lower density forms of visitor accommodation in the tourist commercial areas and higher density forms of visitor accommodation in the commercial core.
- D. New development will occur only in those areas west of the CN rail lines.
- E. The supply-demand situation should be closely monitored and suitable quantities of land made available for additional visitor accommodation.
- F. Hostel-type (low cost) accommodation will be encouraged within the town.

## 4. CENTRAL BUSINESS DISTRICT (C.B.D.)

##### Issues

The centre of Jasper is the focus of many activities and is the part of town in which commercial development is most heavily concentrated. Some of the problems of the commercial core include non-conforming and inappropriate land uses, traffic congestion, poor circulation and parking and the pedestrian environment. A comprehensive plan which is capable of transforming the current environment into a cohesive and attractive C.B.D. is required.

##### Objectives

- To create a retail environment which enhances and augments Jasper's tourism function and supports the local population.
- To enhance the efficiency of the commercial core by reorganizing vehicular and pedestrian flows and optimizing land use.
- To improve the visual environment.
- To encourage the relocation and redevelopment of non-conforming and inefficient land uses.
- To encourage mixed use development providing street oriented retail and upper floor accommodation and/or office uses.

##### Guidelines

#### 4.1 Land Use

- A. Development within the C.B.D. shall be implemented by means of an Area Redevelopment Plan. It will be developed by C.P.S. with participation by the Townsite Committee prior to the first five year review of this plan. The Area Redevelopment Plan (A.R.P.) will establish long-term land use directives for the central business district to meet Jasper's long-term growth needs. The A.R.P. will identify upgrading requirements, streetscape, parking, detailed development guidelines, sun angle studies and appropriate policies and implementation mechanisms and should identify phasing of development.
- B. Redevelopment efforts in the commercial core should include preservation of the post office building, fire hall building, and the stone building on Lot 6 of Block 5.
- C. Future commercial business district development should be encouraged, as a first priority, in the areas of Patricia Street and Connaught Drive in the existing commercial business district.
- D. Multi-family residential developments will be encouraged along the periphery of the downtown to provide convenient accommodation for those working within the commercial core.
- E. Maximum densities for new development and redevelopment within the commercial core will be encouraged and included in the A.R.P.
- F. The A.R.P. will consider relocation of the following non-conforming uses:

- the fire hall/ambulance to the community service area;
- the post office, when required, to another location in the commercial core;
- the Husky gas station to a more appropriate location outside the downtown core; and
- the Brewster staff house to a staff accommodation area outside the downtown.
- the residential uses on Lots 11-15, Block 10 (to existing lots to become retail commercial at grade level).
- G. Additional visitor accommodation could be concentrated around Athabasca Park to take advantage of the amenities in the area.

#### 4.2 Vehicular Circulation

Vehicular circulation within the Central Business District is discussed in Section 8.2.

#### 4.3 Parking

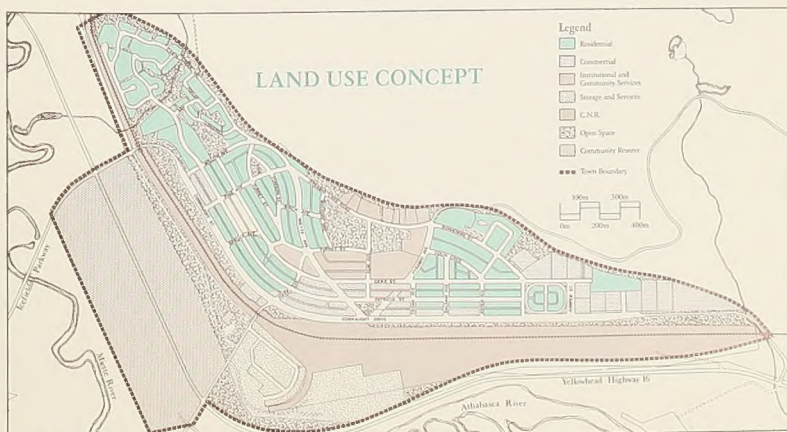
A. Parking within the Central Business District is discussed in Section 8.3.

#### 4.4 Building Form

A. Developments will be designed in response to the overall urban design objectives of the C.B.D. with particular attention to the following:

- the creation of a pleasant grade level pedestrian environment;
- the careful control of the roofscape, employing sloped roof forms, where possible, and the appropriate screening of all mechanical equipment;

continued...





- the strong definition of the street line through the use of a sensitively scaled overall building form.
- B. The architecture of the buildings will be harmonious with the natural and historical surroundings.
- C. Jasper's older buildings, which truly respond to the Town's setting (i.e., Canadian Imperial Bank of Commerce, the old administration building and the Canadian National Railway Building), should be preserved.
- D. A program to improve the appearance of the buildings in the commercial core and in particular building facades facing service lanes will be part of the A.R.P.

#### 4.5 Pedestrian Environment

- A. An improved pedestrian environment will be created within the C.B.D. through the provision of wider sidewalks, benches and appropriately located and designated rest areas.
- B. A comprehensive streetscaping program (including specialty lighting, surface treatment, benches and waste receptacles, pedestrian rest areas and interpretive displays) will be developed for the C.B.D.
- C. Pedestrian links should be developed between Patricia Street and Connaught Drive.
- D. Athabasca Park will continue as the pedestrian centre of the commercial core and could be expanded to include portions of

- C. All new service and storage uses and related uses will be restricted to the Stan Wright Industrial Park (Block "S").
- D. Existing service and storage uses now located outside of Block "S" will be encouraged to relocate within Block "S".
- E. Any expansion of the existing Block "S" will be restricted to the area bounded by Highway 16 on the east, Highway 93A on the south and the rail lines on the west and north.
- F. Development guidelines, maintenance and architectural standards shall be developed and implemented in order to control future service and storage uses.
- G. To control more effectively service industrial development within the Town, current service industrial sub-leases on CN lands should be subject to the guidelines and standards developed for Block "S".

### 6. COMMUNITY SERVICES DISTRICT

#### Issues

The majority of Jasper's community services are currently located in an area bounded by Pyramid Avenue on the north, Geikie Street on the east, Maljunga and Miette Avenues on the south and Pyramid Lake Road on the west. This area provides a central and very convenient location for residents and visitors alike. The land base is also sufficiently large to accommodate expansion and development of future community service facilities. It is the intention of this plan that future community-oriented

### 7. OPEN SPACE

#### Issues

Jasper presently has an adequate amount of open space including parks, playing fields, and roadway edges. Because of Jasper's status as a National Park town, the quality of its open space system is especially important and programs aimed at improving its open space should be developed and implemented on an ongoing basis.

#### Objectives

- To provide an open space system which serves the needs of Jasper residents as well as visitors to the town.
- To provide a more natural image to the town in keeping with Jasper's function as a visitor service centre in a National Park.
- To develop a continuous system of open space through the upgrading of existing open space areas and the provision of visual open space corridors between these areas.

#### Guidelines

- A. Open space areas for active use and passive use will be provided throughout the town.
- B. A continuous system of open space will be developed through upgrading of the existing open space areas and through the provision of open space corridors between these areas.

lation of traffic lights to direct vehicular movement at each of the four corners. This will be detailed in the Area Redevelopment Plan for the commercial core.

- B. The present directional and traffic sign program should be monitored to ensure its continuing adequacy to meet visitor needs.



#### 8.3 Parking

#### Issues

Currently there is an inadequate supply of convenient parking in the commercial core during peak periods. Additional parking to meet both existing and future demands will be required, including the provision of off-street parking in areas that are convenient for residents and visitors patronizing the downtown commercial operations.

Large recreational vehicles and car pulling trailers pose special parking problems. A conveniently located drop-off area in addition to a certain percentage of off-street parking designated specifically for these larger vehicles should alleviate the problem.

#### Objectives

- To ensure that adequate reasonably convenient parking is provided to accommodate residents and visitors, particularly during peak periods.
- To ensure that all existing and future land uses generating parking requirements provide their own off-street parking, or alternatively contribute to the provision of communal parking areas.

#### Guidelines

- A. Parking will be necessary along the perimeter road of the commercial core to meet existing and future needs.
- B. The establishment of a parking authority to provide the needed parking will be pursued. This authority would be responsible for determining future needs, developing additional parking and acquiring land for parking as demand warrants.
- C. New developments shall be required to provide necessary parking on-site, contribute cash-in-lieu to the Parking Authority (if organized) or provide acceptable parking in close proximity to the site.
- D. Wherever possible, parking areas will be landscaped (i.e., berming, tree planting, etc.) and generally improved with perimeter and interior landscaping.
- E. A vehicle drop-off area should be provided to allow visitors to drop off trailers and large recreational vehicles before entering downtown Jasper. Sites on the east of Connaught Drive might be utilized for this purpose.
- F. To further encourage use of the vehicle drop-off, there should be appropriate signage directing visitors to the drop-off site.
- G. A comprehensive parking strategy will be developed as part of the Area Redevelopment Plan for the commercial core.

#### 8.4 Public Transportation

#### Issues

Approximately 20% of visitors come to Jasper without a car. An alternative transportation system would be beneficial for them and could also aid in relieving traffic congestion and parking problems during the peak season.

#### Objective

- To explore the feasibility of providing some form of public transit within Jasper.

#### Guidelines

- A. Buses or alternatively a train of passenger cars pulled by a small tractor are recommended to maximize the visitor experience.
- B. Operations and scheduling should be tailored to the needs of visitors.
- C. Route selection should consider residents and traffic volumes on streets within the town.

### 9. PEDESTRIAN AND CYCLE SYSTEMS

#### Issues

Development of a comprehensive pedestrian system should receive special emphasis and top priority in Jasper. This can be achieved by providing pedestrians and cyclists with pleasant environments and convenient routes.

#### Objectives

- To establish pedestrian and cycle routes (that could accommodate winter activities) to provide access throughout the town and to the park trails.
- To improve the pedestrian environment in downtown Jasper.
- To improve handicapped access and movement throughout the town.
- To encourage use and promote awareness of the system through appropriate literature, signage and other forms of information.

#### Guidelines

- A. A continuous system of inter-connected pedestrian and cycle trails will be developed.
- B. Wherever possible, the pedestrian system will be integrated with the open space network.
- C. To provide a pleasant environment for walking, pedestrian routes will be enhanced with landscaping, specialized surface treatment such as lockstone pavers and rest areas at various points along the route.
- D. Where Park trails meet perimeter trails, orientation areas should be developed including information and interpretive displays.
- E. Where pedestrian and cycle routes intersect roads, crosswalks will be well defined to motorists. On major roads, special crosswalk entrances may be required.
- F. A comprehensive sign program should be developed for both the pedestrian and cycle routes.
- G. An adequate number of appropriately designed and strategically located bicycle storage racks will be placed throughout the town.

### 10. UTILITIES

#### Issues

The existing utilities can either handle, or be easily expanded to meet the demands of a population of approximately 5,000 permanent residents and the accompanying number of visitors. An increase in the population to approximately 6,500, and the corresponding increase in visitors could also be accommodated, with an increase in the capacity of some utilities. Town expansion beyond 6,500 permanent residents could not be serviced without major changes to all the utility systems.

#### Objectives

- To ensure, within the town's capabilities, the provision of safe, economic, adequate and reliable utility systems for water treatment and distribution, sewage and solid waste collection and treatment, stormwater management, and gas, electrical, telephone and cable television services.
- To ensure the orderly extension of utility systems in an environmentally sensitive and economic manner.

#### Guidelines

- A. A Utility Services Plan Update will be prepared within five years of approval of this plan to ensure the following:
  - that, where appropriate and feasible, major utility trunk alignments are accommodated in utility corridors to minimize constraints on other land uses;
  - that, wherever feasible, utility services are located in transportation rights-of-way in order to minimize land requirements and constraints on land use;
  - that the phasing of land servicing is consistent with the intentions of this Plan;
  - that adequate standards of public safety are met; and
  - that the approved Canadian Parks Service engineering design standards are enforced.
- B. Upon completion, the Utility Services Plan will become an appendix to this plan.
- C. When the population reaches 5,500 residents a major utility planning strategy will

be commenced to establish the utility needs for a potential population greater than 6,500. This strategy should include the scheduling of physical work and necessary funding.

- D. The existing utility systems should be used to maximum capacity wherever possible in new developments.

## IMPLEMENTATION

### ISSUES

The plan must be accompanied by a clear strategy for its implementation and a process for review and updating.

### OBJECTIVES

- To ensure that the plan is implemented in an orderly, efficient and cost effective manner.
- To ensure an appropriate role in the decision making process for those who are directly affected by implementation of the plan.

### GUIDELINES

#### Implementation Principles

- A. A Planning Management Committee comprised of Canadian Parks Service and the Townsite Committee will be established to coordinate, monitor and analyze progress of the plan implementation and other relevant trends.
- B. Specific task committees shall be established to coordinate and monitor individual projects under the direction of the Planning Management Committee.
- C. The Canadian Parks Service as the primary facilitator of the plan shall ensure that future developments conform to the proposals outlined in the plan through development guidelines and zoning.
- D. Wherever possible, the Canadian Parks Service will provide alternate leases when relocations are required.

- E. Any relocation should be on a "willing seller/willing buyer" basis.

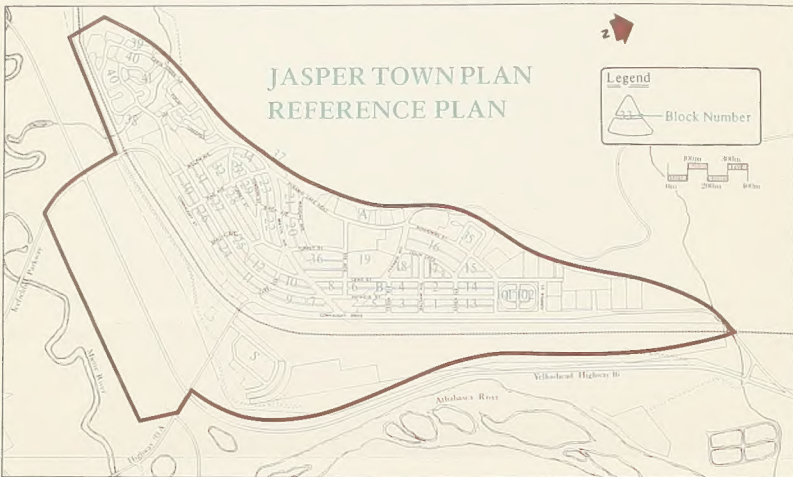
#### Street Alteration Policy

- F. Prior to streets being altered (i.e., closed or converted to one way traffic flow) the following conditions shall be met:
  - Persons affected by the alteration shall be consulted.
  - Alternate parking shall be provided to compensate for any loss due to street closure.
  - Alternate vehicle routes shall be established, if required, to replace the routes disrupted by road closures.

#### Implementation and Phasing

The following exhibit details specific requirements, priority and phasing of proposals outlined within the plan. These are subdivided under the headings Development, Transportation and Administration. Phase I includes projects that are of a high priority to be undertaken during the next one to five years. Phase II proposals are to be undertaken as demand warrants and would logically be initiated in the next 5-10 years.

IMPLEMENTATION OF SPECIFIC PROPOSALS					
PROPOSAL	SECTION	REQUIREMENTS	PRIORITY	PHASING	
Development					
Central Business District	3, 4	Area Redevelopment Plan	High	I	
Upgrading of Entrances	1.2 Organization of Land Use	Concept Plan, Specifications	Medium	I	
	8.1 Park Road System				
Commercial Development	3, 10	Area Redevelopment Plan (C.B.D.)	High	I	
Visitor Accommodation	3.2 Visitor Accommodation	Monitor/provide land	Med-Low	II	
Transportation					
Town Road System	8.2 Town Road System	Transportation Improvement Plan	High	I	
Directional, Traffic and Trail Signage Program	8.2 Town Road System	Sign Program	Med-High	I	
	9 Pedestrian and Cycle System				
Parking	8.3 Parking	Parking User Study and Strategies	High	I	
Redignment of Streets and Sidewalks	8.2 Town Road System	—	High	I	
Public Transportation	8.4 Public Transportation	Explore feasibility of public transportation	Med-Low	II	
Pedestrian and Cycle System	9	Improve Identified System	Med-High	I	
Landscaping	7 Open Space	—	High	I	
Expansion of Utility Services	10	Utility Services Plan	Low	II	
Administration					
Plan Review	Plan Review	Establish responsibility and Process	High	I	
Land Use Supply/Demand Forecast	1.1 Land Supply	Establish responsibility and Methodology	Med-High	I	
Development Guidelines for Service — Industrial Land Use	5	Prepare guidelines	High	I	
Parking Authority	8 Parking	Establish Parking Authority, Develop Mandate	Med-High	I	
Plan Implementation	Implementation Principles	Establish Planning Committee, Develop Mandate, Process	High	I	
		Establish Specific Task Committees	High	I	



adjacent streets. An important secondary function of Athabasca Park will be that of an orientation centre for the regional trail system.

- E. Lanes within the C.B.D. should be upgraded through new surface treatment, double frontages for buildings and underground wiring.

### 5. SERVICE AND STORAGE

#### Issues

It is estimated that a total of 10.5 hectares (26 acres) of land will be required to accommodate Jasper's service and storage needs over the long term. It is essential that existing and possible future storage and service uses do not detract from Jasper's natural setting.

#### Objectives

- To provide sufficient land for service and storage uses.
- To ensure that these uses support Jasper's primary function as a visitor service centre.
- To designate appropriate areas for service and storage development as demand warrants.
- To locate all service and storage uses within a designated serviced area.

#### Guidelines

- A. Development should be compatible with Jasper's visitor service and community functions and with the attractive and sensitive natural environment surrounding the town.
- B. Activities will be suitably separated, screened and buffered (e.g., fencing, landscaping, berming) from surrounding land uses on which the activities may have negative impacts.

Photo by Jerry McBride

services be developed in this area and that open space and recreational amenities be upgraded to help establish a significant focus of community activities within this area.

#### Objectives

- To encourage and provide for additional institutional and public service development as demand warrants.
- To maintain and enhance the existing community services area.
- To upgrade the landscaping and provide additional recreational facilities.

#### Guidelines

- A. Uses within the community services district will be restricted to institutional and community service type uses.
- B. New community service facilities proposed for the area are:
  - fire and ambulance station;
  - service clubs; and
  - other municipal facilities as needed.
- C. In the event that a new park administration building is required, a site will be reserved on the westerly side of Pyramid Lake Road in the open space zone.
- D. The area between Pyramid Lake Road and the escarpment, which is associated with the trail system, should serve as a linkage point for park trails to the adjacent park lands.

### 8. TRANSPORTATION

#### 8.1 Park Road System

#### Issues

The Park road entrances to the town consist primarily of two highways — the Yellowhead Highway #16 and the Icefields Parkway #93 with the major entrances to Jasper along Connaught Drive (the town's main thoroughfare from its intersection with Highway #16 at the north and south ends of town).

#### Objectives

- To emphasize the two major entries to the town and further increase and enhance the functions of each.

#### Guidelines

- A. The two major entrances to the town will be reinforced with appropriate signage and landscaping. Signage should direct visitors to their destination.

#### 8.2 Town Road System

#### Issues

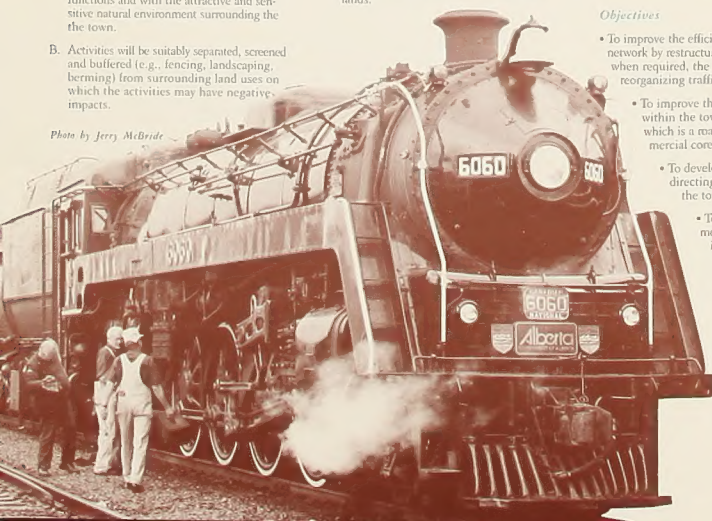
Most of the roads within the town can handle present traffic volumes even during peak season, however, the layout of the streets is confusing. Other factors contributing to visitor confusion are the poorly defined pedestrian and cycle routes, parking, awkward intersections and the presence of oversized vehicles.

#### Objectives

- To improve the efficiency of the present road network by restructuring, where practical and when required, the existing road system and reorganizing traffic flow.
- To improve the primary road network within the town, the main feature of which is a road encircling Jasper's commercial core.
- To develop a program aimed at directing visitors in and around the town.
- To facilitate the development of the commercial core in a manner which will enhance the viability of and access to the area.

#### Guidelines

- A. A downtown perimeter road is proposed utilizing Connaught Drive, Cedar Avenue, Geikie Street and Hazel Avenue. Improvements associated with the perimeter road include resurfacing of Cedar Avenue and the possible future instal-



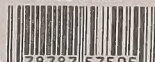


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